

# Division of Aeronautics 1985 Annual Report



Illinois Department  
of Transportation

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# **1985 ANNUAL REPORT**



**Illinois Department  
of Transportation**  
Division of Aeronautics



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# Introduction





## To all Illinois Citizens Concerned with Aviation

This Aeronautics Annual Report for 1985 is a summary of the significant aviation activity involving the Division of Aeronautics, a Division of the Illinois Department of Transportation.

I am very proud to bring you a very positive report, a report that represents the commitment and excellent work of all personnel in the Division of Aeronautics.

In analyzing the status of the organization and its programs, I am very impressed with several aspects of the Illinois Division of Aeronautics.

First, I am impressed with the overall caliber, qualifications, and professionalism of the Aeronautics employees. Rarely have I encountered a more dedicated and conscientious staff.

Second, I am impressed with the scope and innovation of the programs of the Division. In the area of airport engineering, the foresight and technical expertise of the engineering staff has been a major factor in realizing the outstanding airport system that exists in Illinois. In the area of aviation education and safety, innovative programs and the broad background of the staff have provided a program fully deserving of their recognition as one of the best in the nation. In the area of flight operations, we have some of the most highly experienced and professional pilots and mechanics. They are the unsung heroes in the comprehensive air transportation support provided to the constitutional offices, legislative leaders and over 100 other agencies of state government. Aeronautics flight crews are available seven days a week and twenty-four hours a day to respond to a wide variety of requirements including emergency medical transportation, search and rescue and other law enforcement emergencies.

Third, I am impressed with the equipment and facilities of the Division which have been an important contributing factor to the efficiency and productivity of the aeronautics staff.

However, in spite of all the positive aspects of the Division's accomplishments, there are still many challenges that lie ahead. Our future challenges will require maximum effort of the staff and both federal and state legislative support if aviation in Illinois is to maintain its leadership role in our nation's transportation system and its strong contribution to economic development.

- We have a great need to improve airport capacity throughout the State of Illinois.
- The state heliport system is practically nonexistent and this has denied Illinois businesses the opportunity to take advantage of the major time savings and other efficiencies that can be realized through short range helicopter rapid transit.
- We have a major challenge to inform the public about the benefits of aviation to a community and the need for aviation facilities to help "Build Illinois".
- Finally we have a strong need to take advantage of computer technology to enable the staff to achieve greater productivity in accomplishing the Division's goals and objectives.



With the continued dedicated effort of every Division of Aeronautics employee, I am confident that significant progress will be made in 1986 toward meeting the aviation challenge.

*Lt. General Robert F. Coverdale USAF RET  
Director of Aeronautics*

# **Administration**



## Coverdale Appointed Director of Aeronautics

Illinois Department of Transportation Secretary Gregory W. Baise appointed Lieutenant General Robert F. Coverdale USAF (retired) as Director of the Division of Aeronautics effective November 25, 1985. General Coverdale retired in September 1985 from the United States Air Force, after thirty-three years of distinguished service. The last years of his military career were at Scott AFB, Illinois where he served as Vice Commander in Chief of the Military Airlift Command (MAC).

Originally from Amherst, Ohio, General Coverdale holds a BA Degree from Ohio Wesleyan University and is a graduate of the Armed Forces Staff College. He received his commission through the Air Force ROTC program and his pilot wings at Vance AFB, Oklahoma. Upon retirement he was a command pilot with approximately 8,000 flying hours in various transport aircraft including the C-119, C-130 Hercules, C-141, Sabreliner and Lear Jet.

General Coverdale's military career included flight duty as Troop Carrier Pilot, Instructor Pilot, Operations Officer and Chief of Standardization and Evaluation. He has served in the Pentagon and has had numerous command assignments including Wing Commander at Dyess AFB, Texas; Division Commander at Little Rock AFB, Arkansas; Commander of the USAF Airlift Center at Pope AFB, North Carolina and Commander of the 22nd Air Force at Travis AFB, California. He saw foreign duty at Naha Air Base, Okinawa and Don Muang Airport, Thailand from which he flew 46 combat missions in Southeast Asia and accumulated 162 combat flying hours.

The General has a parachute rating which he received with the Army's 82nd Airborne Division at Ft. Bragg, North Carolina. His military decorations and awards include the Defense Distinguished Service Medal, Legion of Merit, Meritorious Service Medal, Air Force Commendation Medal, Republic of Vietnam Gallantry Cross, and Republic of Korea Order of National Security Merit.

General Coverdale is married to the former Norma Tate of Huntington, Tennessee. They have two grown daughters, Lisa and Amy and a son Tate.

## Donahue's Farewell Message

Effective November 25, 1985, I will be in Washington, D.C. where I have been appointed to a position with the Federal Aviation Administration as Associate Administrator for Airports. It was a difficult decision to leave Illinois after 6 1/2 years as Director of Aeronautics in one of the most progressive aviation states in the nation. Assuming the responsibility for administering the Airport Improvement Program, which involves almost one billion dollars a year for airport and heliport development as well as the management of Dulles and Washington National Airports, is a challenging prospect.

I would like to take this opportunity to express my deep appreciation and gratitude for the support and cooperation of the many organizations and individuals who are working so diligently to advance the cause of aviation in Illinois. I extend a special word of appreciation to the employees and staff of the Illinois Division of Aeronautics whose talent, dedication and untiring effort have made Illinois a national leader in almost every phase of state aviation.

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- The Bureau of Airport Engineering deserves credit for playing a key role in helping to build one of the most comprehensive state airport systems in the nation with more airports per square mile than any other state.
- The Bureau of Aviation Education and Safety is credited with helping to establish and maintain one of the best general aviation safety records in the nation. In addition the Illinois Aviation Education Program has been designated by the FAA as a model and has encouraged its adoption by other states.
- The Bureau of Administrative Services has played a key role in developing computer applications to improve aviation record keeping and other procedures in order to streamline the functions of state government.
- The Bureau of Air Operations has operated and maintained state aircraft at a level of professionalism and safety rarely matched by any corporate flight department. Aeronautics pilots have flown over 70,000 consecutive accident free hours in both fixed wing and rotary wing aircraft performing a wide variety of missions including executive transportation, aerial photography, search and rescue and emergency medical. This achievement is a tribute to the combined skills of both the pilots and the mechanics assigned to the Bureau.

It has been an honor and privilege to have served as the Director of such an outstanding organization.

I trust that all of you will give to my successor, Lt. General Robert F. Coverdale, the same high level of cooperation and dedicated support that you have given to me. By melding together the FAA, the states, the aviation associations, and individual aviation advocates, I am confident that the challenges that lie ahead for aviation will be resolved.

Robert L. Donahue



## **Aeronautics Personnel Active with National Aviation Associations**

During the past year, staff members representing the Division of Aeronautics have provided leadership to help solve aviation problems through various national aviation organizations. The following is a list of those involved with their role in the various associations:

**Roger Barcus**, Airport Planning Committee and Airport Design Committee, National Association of State Aviation Officials.

**Jim Bildilli**, Airport Planning Committee, National Association of State Aviation Officials.

**Ray Johnson**, Vice President, Balloon Federation of America; Executive Committee, National Aeronautics Association.

**Duane Moore**, Director, Helicopter Association International; Chairman, Helicopter Committee, National Business Aircraft Committee Association.

**Dick Ware**, Vice Chairman, Airports Committee, National Business Aircraft Association.

**Dick Wussler** Treasurer, Professional Aircraft Maintenance Association.





# **Airport Engineering**



## **Illinois Leads Region in Airport Funding**

With the close of the 1985 federal fiscal year on September 30, 1985, the State of Illinois has been notified that it will have received \$43.8 million in airport improvement grants from the Federal Aviation Administration.

1985 marks the first year that Illinois has surpassed the \$40 million mark in airport grants, and it is the third year that we have exceeded \$30 million.

Although the Bureau of Airport Engineering receives and processes many more requests than are actually funded, a total of thirty seven (37) amendments made the FY 1985 cut.

Again, as in the previous years, O'Hare contributed significantly toward the total dollar figure; however, the second grant toward the purchase of Palwaukee and a (down to the wire) grant for Kankakee helped make FY 1985, a banner year.

The Great Lake Regional tally is as follows:

STATE	\$ TOTAL DOLLARS
Illinois	\$ 43,849,348
Ohio	24,066,804
Michigan	21,386,379
Indiana	16,339,549
Minnesota	15,519,103
Wisconsin	12,869,361
South Dakota	6,350,933
North Dakota	4,559,972
	\$144,941,449

In addition to the above, the State of Illinois and local airport sponsors contributed a non-federal match of \$7,448,324 and \$1,330,480 for projects that do not qualify for federal funding. Altogether, over \$52,651,008 was made available for capital development projects.

## **State Aviation System Plan Underway**

With the start of calendar year 1985, the Division of Aeronautics began work on Phase I of the Illinois State Aviation System Plan.

Although Illinois has had a downstate plan since 1976 and a regional plan for the Chicago 6 county area since 1978, neither has been updated to reflect current trends in aviation. Major shifts in the economy, deregulation and business practices have had far reaching impacts on aviation.

In order to keep a competitive edge and remain flexible, the new system plan will be "computerized" to enable the state to respond more quickly to the everchanging aviation technology. Unlike the previous efforts, the new plan will be statewide with special emphasis given to the Chicago and St. Louis metropolitan areas.

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During Phase 1, the Division of Aeronautics, along with subcontractors, the Northeastern Illinois Planning Commission, the Chicago Area Transport Study group, and the City of Chicago Department of Aviation will be collecting data on the current aviation issues and problems facing Illinois' flying public. When complete, the information will be categorized and prioritized to develop a work scope that will examine these issues and lead to plausible solutions.

In the coming months, the Division will be mailing questionnaires to Illinois pilots, aircraft owners and businesses as a part of our problem and issue identification phase. In order to ensure that your views are represented, we request that you take five minutes of your time to complete the questionnaire. Typically, only one third of all questionnaires are ever returned; however, since the future direction of aviation in Illinois will be based on its outcome, we are anticipating a larger participation.

### **Illinois Airports Win Again for FY 1985**

During FY 1985, Illinois received over \$43.8 million in federal development dollars. Not only was 1985 the first year that we were awarded over \$40 million, but it was the third consecutive year that we have exceeded \$30 million.

Although the annual airport development program represents a lot of work from people at all levels, we would like to give special recognition to the FAA Great Lakes Regional and District Offices for the cooperation and efforts. As a measure of their success and workload, they have increased the dollar amount of total grants issued from \$60.7 million in 1982 to almost \$145 million in 1985. The Great Lakes Region ranks first in the nation in the total number of discretionary dollars issued for airport development. This is quite an achievement considering that they were competing with other regions including the "sun belt" areas that have not experienced the full effects of the recent economic recession.

During FY 1985, the Great Lakes Regional office processed 176 grants, 16 multi-year amendments, 18 regular amendments and one grant reclaim for a total of \$144,941,449.68.

Illinois airports that received grants are shown below:

<b>AIRPORT</b>	<b>FEDERAL \$</b>	<b>TOTAL PROJECT \$</b>
Alton	513,000	570,000
Aurora	1,173,082	1,303,424
Cairo	89,100	99,000
Champaign	679,949	755,499
Chicago Midway	7,869,495	8,743,883
Chicago O'Hare	10,122,990	13,624,320
Danville	888,300	987,000
Decatur	641,700	713,000
Dixon	373,500	415,000

<b>AIRPORT</b>	<b>FEDERAL \$</b>	<b>TOTAL PROJECT \$</b>
Effingham	89,100	99,000
Galesburg	249,750	277,500
III. SASP	450,000	500,000
Jacksonville	414,000	460,000
Kankakee	3,548,614	3,942,905
Kewanee	162,000	180,000
Lansing	370,800	412,000
Lincoln	283,575	315,085
Marion	20,000	20,000
Mattoon	216,000	240,000
Metropolis	193,500	215,000
Moline	1,219,306	1,571,921
Mt. Carmel	187,200	208,000
Pal-Waukeee	7,290,000	8,100,000
Peoria (Greater)	1,949,323	2,250,405
Peoria (Mt. Hawley)	495,000	553,507
Quincy	567,000	631,573
Salem	234,000	260,000
Shelby	254,700	283,000
Sparta	41,455	46,061
Springfield	859,658	955,176
Sterling-Rock Falls	287,100	319,000
Taylorville	481,500	535,000
Vandalia	345,600	384,000
West Chicago	1,213,801	1,348,669
Total	\$43,774,098	\$51,318,928*

Although federal dollars are a significant portion of the annual program, several projects were funded utilizing only state and local monies. In 1985 they were located at:

<b>AIRPORT</b>	<b>STATE/LOCAL DOLLARS</b>
Cairo	67,000
Centralia	17,000
Paris	11,000
Flora	379,000
Illinois Valley-Peru	90,000**
Joliet Park District	329,000
Mt. Vernon	275,000
Pinckneyville	20,980

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**AIRPORT**

Quincy  
Rockford  
TOTAL

**STATE/LOCAL DOLLARS**

65,000  
76,000  
\$1,330,480

*\*Includes state and local contribution*

*\*\*Supplemental grant*

**Illinois Expands Airport Classifications**

New Rules and Regulations recently adopted by the Illinois Department of Transportation, Division of Aeronautics expand the former commercial airport to seven distinct classifications of open to the public airports. The new classifications closely parallel criteria established by the Federal Aviation Administration (FAA) and are intended to facilitate the development of airports to serve expanding segments of aircraft operations in a logical manner. The minimum requirements for a Basic Utility Airport are less stringent than those of the former commercial airport. This is intended to make it economically feasible for some of the over 700 restricted landing areas in the state to upgrade to Basic Utility Airports that will have no restrictions on aviation activity. Owners of restricted landing areas with more than 3 based aircraft and sufficient length are encouraged to consider upgrading.

The minimum dimensional requirements for each type of airport are shown below:

AIRPORT TYPE	MINIMUM LENGTH WIDTH	MINIMUM LIGHTING	MINIMUM NAV AIDS	MINIMUM
<b>BASIC UTILITY</b>				
<b>STAGE I</b>	2200'	100'	NONE	NONE
<b>STAGE II</b>	2700'	100'	MIRL	NBD
<b>GENERAL UTILITY</b>	3200'	100'	MITL, MIRL	NBD
<b>BASIC TRANSPORT</b>	4500'	100'	REIL, VASI II MITL, MIRL	VOR,LDM
<b>GENERAL TRANSPORT</b>	5100'	100'	REIL, VASI II MIRL, MITL VASI, IV, ALS	Localizer ILS Localizer
<b>AIR CARRIER</b>	6000'	100'	MIRL, REILS ATC I, MALSF VASI IV	VOR, DME ILS



In addition to the above airport classifications defined by the FAA, the Illinois DOT has recognized two other airport classifications for which it sees a need. They are:

<b>ULTRALIGHT/ STOL</b>	1000'	100'	None	None
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This classification is established to accommodate the needs of ultralight aircraft and other STOL Aircraft with minimum length based on the performance characteristics of the specific types of aircraft to be using the facility.

<b>RESIDENTIAL</b>	2200	100	None	None
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As the Residential Airpark has increased in popularity, we have established the special classification to accommodate the needs of the users of these facilities.

The basic minimum dimensions are identical to the basic utility airport but access will be restricted to the property owners and their invitees. There will be no restrictions on the types of aviation activity permitted and the number of based aircraft.

The Division of Aeronautics will issue a new Aviation Facility Certificate to the current operators of commercial airports reflecting the specific classification for which the airport is currently qualified.

### **Aeronautics Recognized for Heliport Development**

The Helicopter Association International (HAI) selected the Illinois Department of Transportation, Division of Aeronautics to receive its "RAISE YOUR SITES" award for the year 1984. Director Robert L. Donahue was presented a plaque at the annual awards banquet held in conjunction with the HAI Annual Convention in January in New Orleans.

The Division of Aeronautics was cited "for its major contributions and initiative in the promotion and development of public-use heliports throughout the State of Illinois and the Nation."

### **Carl Rule Retires**

After thirty-four years with the Illinois Division of Aeronautics, Carl Rule traded in his engineering tools for a set of golf clubs.

Although he's officially leaving State service, we somehow feel that he'll still be available for some consultation ...better known as social security augmentation.

After serving with the Navy during World War II and working at various occupations, he started with the Division in 1951. During his employment, he has performed almost every job imaginable in constructing an airport without actually pouring concrete. Drafting, planning, programming, zoning, surveying, designing, materials and construction supervision are no strangers to Carl. Since 1968, he has supervised the mix design, materials specifications and testing for every public airport construction project in Illinois.

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Through his career, he's seen the slide rule give way to the desk top computer, densities determined by nuclear instruments, and programs to design pavement composition in seconds rather than days.

A life long resident of Rochester, Illinois, Carl and his wife Lucille, have three children and two grandchildren.

We all wish Carl a happy retirement and sincere gratitude for his service to the State and Illinois aviation.



# **Air Operations**

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## **The Mission of Air Operations**

The "Bureau of Air Operations" has responsibility for providing air transportation not only for the Governor, but numerous elected officials, cabinet members, agency directors and other state personnel. The Bureau is divided into two Sections: Air Operations and Maintenances and is headed up by a Bureau Chief of Air Operations.

Air Operations has as its mission the direct responsibility for continuously scheduling and flying the various missions assigned. This year saw a reorganization of Air Operations with the addition of Flight Operations Manager who is directly responsible for all aspects of flight operations. He is aided by a Fixed Wing and Rotary Assistant Managers. In addition, the scheduling section was expanded to include a second scheduler. The schedulers communicate with the many and various state agencies, consolidate their needs, and develop a daily flight schedule. Pilots are then assigned and the missions flown. These missions vary from executive transportation by fixed wing and helicopter aircraft, to conservation missions which might be dedicated towards the elimination of poaching or transporting fish from hatcheries. Photo missions for the Department of Highways keep a specialized photo equipped aircraft busy taking pictures for various State agencies. Pilots undertake numerous other special missions, such as using new Forward Looking Infra-red (FLIR) equipment to aid in the search for mission children, as well as supporting the Department of Corrections and State Police.

The State is also very involved in providing helicopter support for Emergency Medical Service (EMS) operations throughout the State. These missions provide emergency transportation for State residents, who for critical health reasons, require fast transportation to a medical facility providing a higher level of care.

The Division has its own "in-house" maintenance department which handles the vast majority of all aircraft maintenance functions. During calendar year 1985, the section was restructured to improve this capability. The position of "section chief", which had been vacant for over a year was permanently filled. Two additional mechanics were added to the staff. This allowed for an improvement in the cross utilization of our personnel. Mechanics assigned to this department will carry out a wide variety of tasks, from simple servicing through complex repairs for both fixed wing aircraft and helicopters. "In-house" maintenance has been proven to be the most cost effective means of providing quality workmanship while retaining maximum operational flexibility. "Quality control" specialists function separately, tasked with providing the final inspections and sign offs which are designed to ensure that the highest professional safety standards are met. The Line Service Technicians compliment the section by providing for the cleanliness and positioning of "flight ready" aircraft, to mention but a few of their tasks. Other personnel carry out the important functions of data processing, tracking and ordering of spare parts, all of which are vital functions of our operation. There are times when the maintenance required exceeds the Division's capability. When that happens, the work is contracted out to other commercial enterprises within the State.

Behind the scenes, numerous functions take place to ensure that the State's aircraft, pilots and mechanics are ready to carry out their assignments safely and professionally. Each pilot must receive initial training as well as recurrent training in each type aircraft. Out-of-state school and latest state of the art simulators are used to maximize learning/retention of special

flying skills and system knowledge. Maintenance personnel as well, are provided with comprehensive training on the specific aircraft operated by the State. This is an ongoing process which is necessary to ensure a professional and safe operation considering the complex nature of todays aircraft. During 1985 numerous pilots and mechanics were recognized for their professionalism and dedication towards safety. A special awards ceremony was conducted by Secretary of Transportation Greg Baise, at which time he handed out the awards given by the National Business Aircraft Association (NBAA) (See enclosed photos). The Bureau also has various teams which the pilots are assigned to as collateral duties. One such team, the "Safety Team", conducts various inspections in order to identify weak areas which need to be improved. Standardization teams review procedures to make sure all pilots are doing their job in the safest way possible.

### **Aeronautics Pilots and Mechanics Receive NBAA Safety Awards**

The National Business Aircraft Association presented the Illinois Division of Aeronautics with a Meritorious Safety Award for 20,128 consecutive accident free flight hours. In addition the following aeronautics pilots were recognized for thier individual accident free performances.





**PILOT                      ACCIDENT FREE HOURS**

Gary Reichert	1570
Gerald Long	1700
Gary McDonal	2230
Jerry Saladino	3525
John Blean	3575
John Hauch	3668
Carl Wray	3604
Earl Varvel	7027
Ted Bretscher	7340
Robert Fowler	7675
Jack LaMothe	10671
Gene Ziegler	12441

**MECHANIC****YEARS OF  
ACCIDENT FREE  
EXPERIENCE**

Lee Farnham	3
Steve Ebersohl	4
Edwin Freed	4
Roger Smith	6
Ramon Taylor	7
Allen Buckholz	8
Ralph Luchsinger	13
Carl Vancil	22
Roger Kimball	25

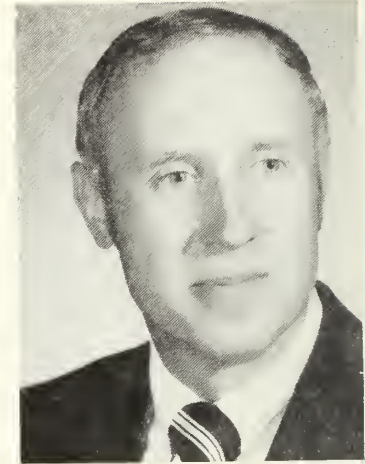
The Division's Aircraft Maintenance Section operating under FAA rules as a certified repair station also received the NBAA Safety Award for accident free maintenance. Individual airframe and powerplant mechanics were recognized for their years of accident free maintenance experience.



### **Kauber Selected to Head Air Operations**

The Secretary of Transportation appointed Rod Kauber to the position of Chief, Bureau of Air Operations effective March 14, 1985. Kauber was selected on the basis of his extensive experience as a pilot and air operations manager in the military, corporate aviation and the airlines. He holds an Airline Transport Pilot license with type ratings in the HS 125 and Cessna Citation, and over 6000 hours flight time, most of which is in jet aircraft.

Kauber is a graduate of Miami University of Ohio with a Bachelor of Science degree in Education. He served twenty-one years as a jet fighter pilot in the U.S. Navy where he had a variety of assignments including commanding officer of two navy fighter squadrons. He has been a flight instructor for Flight Safety International, a corporate chief pilot and a flight manager/pilot for People Express Airlines. Rod is married with three grown sons, one of whom is a navy pilot.



### **Wussler Appointed Chief of Aircraft Maintenance**

Richard F. Wussler was appointed by the Director of Aeronautics to become Manager of the Aircraft Maintenance Section effective October 21, 1985. Prior to joining Aeronautics, Wussler had over twenty years experience in aviation maintenance, including four years service in the U. S. Marine Corps. He has an Associate Degree in Aircraft Maintenance Engineering Technology from Parks College at Cahokia, Illinois, and holds the FAA Aircraft and Powerplant License. He has worked in aviation maintenance for Ralston Purina in St. Louis, Aviall in Dallas, Texas, and Midcoast Aviation of St. Louis. In addition to his work experience, Wussler has been active in the Professional Aviation Maintenance Association where he currently serves as the National Treasurer. Dick is married and has two school age daughters.



### **Aeronautics Supports EMS Program**

Since its inception on a limited basis in 1971, the Illinois Emergency Medical Air Transportation System (EMS) has steadily grown until today it has become the most comprehensive and cost effective in the nation. This life saving program for Illinois citizens was started when the Illinois Department of Public Health invited the Department of Transportation to make state helicopters available to support EMS requirements. Since that time, the program has grown at a rapid pace to the point where today there are over 100 hospitals with certificated hospital heliports and two privately operated helicopter ambulances now operating in the Chicago area. Other dedicated helicopter air ambulances are based in Milwaukee, Indianapolis, Evansville, Ind., St. Louis and Iowa City, each supporting small sections of Illinois.

When the commercial air ambulances are not available on a timely basis, Illinois Department of Transportation helicopters based in Rockford, Peoria, Springfield, and Carbondale have been given top priority to support EMS requirements. During the fiscal year 1984-85, DOT helicopters responded to over 1000 requests from doctors who had determined that the patients condition was critical and transport by helicopter offered the best chance for survival.

For those cases in which neither a commercial air ambulance nor a state helicopter was available on a timely basis, Governor Thompson has authorized DOT to call Illinois Army National Guard helicopters to State active duty to provide the required emergency transportation with military helicopters based in Decatur and Chicago. This life saving program involving the hospitals and commercial, government and military helicopter operators is the best example I know of inter-agency cooperation in the nation. As a result, Illinois citizens are assured the availability of helicopter air transportation in critical medical emergencies.





# **Aviation Education and Safety**



## **Aeronautics and Aviation Safety**

The Illinois Aeronautics Act requires the State to further the public interest and aeronautical progress by providing for the protection and promotion of safety in aeronautics. The responsibility for administering this State law has been assigned to the Department of Transportation, Division of Aeronautics. Although all bureaus within the Division have responsibility for various aspects of safety, the Bureau of Aviation Education and Safety has the primary responsibility for the promotion of safety in aeronautics. This responsibility is assigned to the Safety Section working through its Flight Safety Coordinators.

IDOT Aviation Safety Programs have over the years concentrated on aviation facilities (airports, heliports etc.) and safety programs for general aviation pilots, all in close coordination with the Federal Aviation Administration.

### **Safety Programs related to aviation facilities**

Since a majority of aircraft accidents happen during the take-off and landing phases of flight, it is appropriate to give special attention to aviation safety as it relates to airports and heliports. The State has adopted minimum standards for such facilities. We require all airports and heliports to be certificated by the State. The most recent count shows 127 open to public airports, 725 private (RLA) airports, 222 heliports and 9 balloon ports as being certified for use. These facilities must be inspected prior to certification and then at least annually thereafter to assure that they continue to comply with State requirements. Four Flight Safety Coordinators are employed by the Division of Aeronautics to conduct facility inspections in their assigned territories. They are all experienced pilots and Certified Flight Instructors who frequently fly state aircraft in carrying out their inspection responsibilities. They also perform over 100 airport inspections for the FAA who pays the Division of Aeronautics to conduct the necessary inspection and complete the Federal forms under the 5010 program.

### **Safety Programs for General Aviation Pilots**

In addition to their airport/heliport inspection responsibilities, the Flight Safety Coordinators conduct numerous safety programs for pilots and coordinate several conferences that attract participants from throughout Illinois and the Midwest. The FAA has been invited to co-sponsor each of these conferences with Aeronautics and other concerned aviation associations have become co-sponsors in recent years. All aeronautics safety conferences are free to the participants and the costs of sponsorship have been held to a minimum as a result of maximum volunteer support. The safety programs currently scheduled for 1986 with the participating co-sponsors are:

<b>DATE</b>	<b>SEMINAR</b>	<b>LOCATION</b>	<b>CO-SPONSORS</b>
Jan. 25	Super Safety	Springfield	FAA & DOT
Feb. 21-22	11th Annual Midwest Balloon Safety Seminar	Oak Brook	FAA, IDOT NEIL Bal. & Wisc. Bal Associations Wisc. DOT, BFA

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<b>DATE</b>	<b>SEMINAR</b>	<b>LOCATION</b>	<b>CO-SPONSORS</b>
Jan. 31 Feb. 1	IFR/VFR Safety Seminar	Elgin Springfield	FAA, IDOT, IPA, CAP Ninety-Nines
Feb. 14-15	IFR/VFR Safety Seminar	Springfield	FAA, IDOT IPA, CAP Ninety-Nines
Feb 28 Mar. 1	IFR/VFR Safety Seminar	Mt. Vernon	FAA, IDOT IPA, CAP Ninety-Nines
Mar. 12-13	12th Annual Midwest Maintenance Exhibit/ Seminar	Romeoville	FAA, IDOT, Lewis Univ. PAMA
Mar 86	6th Annual Ultralight Seminar/Exposition	Normal	FAA, IDOT, ISU, Ultralight Advis. Council
Apr 86	8th Illinois Aerobatic Safety Seminar	Decatur Elgin	FAA, IDOT, Intern'l Aerobatic Club
Oct 86	9th Annual Helicopter Safety Seminar	Chicago	FAA, IDOT, HAI, Wisc. DOT

The seminars listed above will provide seventeen full days of safety related programs and presentations. Based on previous participation, we expect an estimated 2,800 individual pilots to attend.

The Division of Aeronautics is proud of the role that its Flight Safety Coordinators have played over the years in promoting aviation safety. Their efforts have helped Illinois maintain a position of leadership in aviation safety among the states and they have given Illinois one of the lowest general aviation accident rates in the nation. The Division of Aeronautics takes this opportunity to commend its flight safety coordinators for a job well done. They are:

Mr. Carmen Burgard, Chief, Safety Section  
 Mr. Charles Wells, Flight Safety Coordinator  
 Mr. Roy Cleveland, Flight Safety Coordinator  
 Mr. Delmar Veech, Flight Safety Coordinator

### **One Hundredth Hospital Heliport Certificated**

Memorial Hospital at Carthage, Illinois was recently presented its Hospital Heliport Certificate by Secretary Gregory Baise of the Illinois Department of Transportation. This is the 100th Hospital Heliport certified in Illinois and marks a milestone in the development and use of helicopters in support of the Emergency Medical System.



Illinois leads the nation in the number of certificated hospital heliports. The lives of many Illinois citizens are being saved every year through the use of helicopters to support a comprehensive emergency medical transport system which includes full time helicopter air ambulances in Chicago, St. Louis, Iowa City, Indianapolis and Evansville, Indiana backed up by Illinois Department of Transportation helicopters in Rockford, Peoria, Springfield, and Carbondale. Illinois Army National Guard helicopters based in Decatur and Chicago provide backup for the state helicopters during those times they are down for maintenance, on another EMS mission or otherwise unavailable on a timely basis.

Over 6,000 critical patients have been transferred via helicopter to specialized medical centers since the Illinois program was first initiated by the Illinois Department of Public Health in 1971. Helicopter air ambulances can reach any hospital in the state within forty minutes or less flying time, but there are still over 200 hospitals within the state that do not have a certificated heliport.

### **The Illinois Aviation Education Program**

Within the Illinois Division of Aeronautics, responsibility for implementation of the State's Aviation Education Program is assigned to the Bureau of Aviation Education and Safety. This Bureau includes 12 staff employees and 3 students.

### **The Illinois Aviation Education Advisory Committee**

In addition to the staff, The Director of Aeronautics has appointed the Illinois Aviation Education Advisory Committee which consists of volunteers representing various elements of education who have a special interest in aviation. Those persons, approximately 20 in number, include elementary teachers, secondary teachers and representatives from various colleges in Illinois with aviation programs. One member is on the staff of the Superintendent of the Board of Education who is appointed by the Superintendent. This group meets periodically during the year to provide guidance to the Division on aviation education matters. They also serve as advisors and technical resources. Many have been directly involved in research and writing of specific aviation education projects. The Aviation Education Coordinator provides administrative support to this group.

### **The Categories of Aviation Education**

Aviation education programs are divided into four basic categories:

- (1) Aviation education for the general public
- (2) Aviation education for youth
- (3) Aviation education for the aviation community
- (4) Aviation education for the civil and political leadership

Although all members of the staff may get involved with all four categories, the primary responsibility for aviation education for youth is assigned to the Aviation Education & CAP Affairs Section while the Safety Section has primary responsibility to aviation education for the aviation community.

*Continued, Next Page*



The State of Illinois has long been recognized as having an active interest in all aspects of aviation. The DOT-Division of Aeronautics has developed a broad scope of programs to serve the various needs of aviation as well as those directed toward the general public.

The majority of these programs have an "outreach" orientation designed to involve the so called "private sector" including many volunteer groups. It is also the philosophy of the Division of Aeronautics to have an active input into the various national programs which have an impact upon aviation in Illinois.

The most successful of the Illinois aviation education programs can be related directly to the early recognition of trends and the development of appropriate strategies to meet the shifting needs of the total aviation scene. A second factor is the recognition that there are many diverse organizations and agencies that have a legitimate role in and input within the total field. A harmonious working relationship between these organizations has been found to be essential to achieving significant progress. This is especially evident in the area of professional aviation/space education.

### **Aeronautics Supports Civil Air Patrol**

For over twenty-five years, the Illinois Division of Aeronautics has provided administrative and financial support to the Illinois Wing of the Civil Air Patrol. This support is provided through the Aviation Education and CAP Affairs Section headed by Ray Johnson whose office is located at 310 South Michigan Avenue, in Chicago. This has proven to be a very beneficial relationship for the Division of Aeronautics because its aviation education efforts have had the support and participation of hundreds of CAP volunteers throughout the State. Concurrently, the CAP has benefited as demonstrated by its strong programs including the annual flight encampment, representation in the International Cadet Exchange Program and CAP Cadet Scholarship Program.

### **CAP Flight Encampment Celebrates 20th Anniversary**

A significant twenty-year milestone was achieved this summer when the Annual Illinois Wing, Civil Air Patrol Flight Encampment was held at Coles County Airport, Mattoon/Charleston, June 20th through 29th.

For the past two decades this outstanding adult volunteer effort has enabled young pilots to experience the thrills of powered aircraft, balloons, and gliders. Most cadets succeed in making their solo flights by the conclusion of the nine-day Encampment training effort.

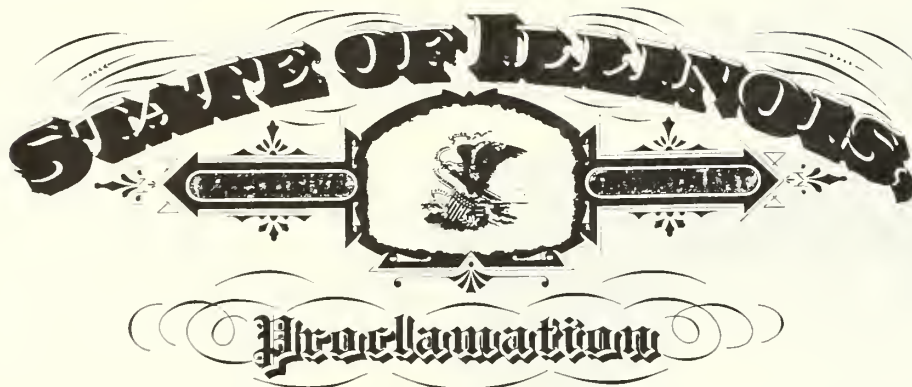
Scholarships helped several fortunate cadets attend this year's CAP Encampment. The entire \$200 cost for Elizabeth Grupe of Effingham was covered by the Lotarski scholarship. Christine Steininger of Hinsdale receive full tuition as the recipient of the Ninety-Nines Scholarship, sponsored by the northern Illinois chapter of this women's flying organization.



The Chicago branch of Tuskegee Airmen awarded \$500 for Encampment costs for the first time this year. Bryant Lavent of Chicago, Victor Ringgold of Chicago, Shan Whitfield of Markham, and Courtney Turner of Chicago, all from Group 15, shared the award receiving \$125 each toward their Encampment tuition.



## Governor Proclaims CAP Week



WHEREAS, 1985 marks the 20th anniversary of the Illinois Civil Air Patrol Cadet Flight Encampment which is held annually at the Coles County Airport in conjunction with Eastern Illinois University; and

WHEREAS, the Civil Air Patrol National Commander has called this the finest CAP Flight Encampment in the nation; and

WHEREAS, this encampment has provided the opportunity for more than 863 CAP cadets to achieve their first solo flight experience opening the door for many of these CAP cadets to careers in aviation;

THEREFORE, I, James R. Thompson, Governor of the State of Illinois, proclaim June 22-27, 1985, as CIVIL AIR PATROL WEEK in Illinois, and I commend the many CAP Senior members whose voluntary contribution of talent and resources has provided this outstanding opportunity for Illinois youth.

*In Witness Whereof, I have hereunto set my hand and caused the Great Seal of the State of Illinois to be affixed.*



*Done at the Capitol in the City of Springfield,  
this SEVENTEENTH day of JUNE, in the  
Year of Our Lord one thousand nine hundred  
and EIGHTY-FIVE, and of the State of  
Illinois the one hundred and SIXTY-SEVENTH*

Jim Edgar  
SECRETARY OF STATE

James R. Thompson  
GOVERNOR



## **Eighteen Illinois Cadets Selected for International Cadet Exchange**

From the fjords of Norway to the hills of Israel's Holy Land, Illinois Wing Civil Air Patrol Cadets will be traveling this summer in an international exchange of young aviation leaders.

For 1985, Illinois has 18 cadets out of 132 nationwide competitively chosen participants in the International Air Cadet Exchange. One additional Illinois cadet is listed as an alternate. Since its inception in the late 1940's, the IACE program has provided an opportunity for aviation organizations worldwide to gain mutual understanding through the exchange of their young aviation enthusiasts.

This year's IACE participants and the countries they will visit are as follows:

<b>CADET</b>	<b>FROM</b>	<b>TO</b>
Rita A. Mrowca	Chicago	Austria
Patrick M. McKernan	Elmhurst	France
John E. Orosz (Escort)	Bridgeview	Great Britain
John E. Boggs III	Libertyville	Great Britain
Kevin L. LaFollette	Naperville	Great Britain
John C. Wenzel	Palo Heights	Great Britain
Sylvia C. Grupe	Effingham	Great Britain
Selma L. Miller	Robbins	Great Britain
Joseph E. Kolis II	Springfield	Israel
Dean H. Smith	Libertyville	Israel
Mary K. Carlus	Libertyville	Norway
Paula A. Holler	Galesburg	Norway
Thomas R. Herrick	Bolingbrook	Sweden
Michael C. Pabisinski	Chicago	Sweden
Jacqueline A. Swinonos	Paxton	Sweden
Brian T. Cunningham	Skokie	Turkey
Giancarlo A. Rallo	Berwyn	Germany
Michael L. Tracy	Chicago	Germany
Bradley T. Smith	London Mills	Philippines
Alternate from Illinois	Geoffrey A. Jern	Galesburg

## **Nine Cadets Receive College Scholarships**

Illinois Wing, Civil Air Patrol cadets who are slated to receive CAP academic college scholarships for the 1985-1986 school year represent the largest group of recipients coming from one single state, according to the nationwide list of scholars released by Col. Arthur W. Ahl of the United States Air Force.

Nine cadets from Illinois were chosen by the Civil Air Patrol National Scholarship Selection Board from among the 69 named throughout the country. Five hundred dollars renewable annually for four years, will help to finance each student's education.

The Illinois cadets receiving this honor are Sylvia Grupe of Effingham, Thomas Herrick of Bolingbrook, David Kahn of Deerfield, Thomas May of Wheaton, Rita Mrowca of Chicago, Marlene Murray of Chicago, Brenda Pobanz of Moline, Kenneth Savage of Downers Grove and Dean Smith of Libertyville.



## **Aeronautics Works with Illinois Aviation Associations to Organize and Support Illinois Aviation Forum and Illinois Aviation Hall of Fame**

### **Illinois Aviation Forum Organized in 1985**

Twenty Illinois Aviation Associations have recently organized the Illinois Aviation Forum with the stated purpose to include:

- A. Providing an opportunity for the broad range of Illinois Aviation organizations to meet periodically to discuss common interests and concerns.
- B. Establishing a channel of communication between member organizations to share information and expertise.
- C. Working collectively toward the betterment of aviation in Illinois.
- D. Assuming a spokesman role for the member organizations on broad issues of common agreement.
- E. Promoting and encouraging the education of the various "publics" in aviation matters.
- F. Providing liaison with regional/national organizations when appropriate for the exchange of information and coordination of activities.

This is a very significant development that will provide the participating organizations and their members with much greater influence in solving those aviation problems of common concern. I commend the participating organizations and their officers for their foresight and spirit of cooperation. We in the Illinois Division of Aeronautics look forward to working with the Illinois Aviation Forum for the betterment of all elements of aviation in Illinois.

### **Five Selected for Illinois Aviation Hall of Fame in 1985**

Thomas S. Baldwin, Joseph H. Bittorf, Leslie A. Bryan, Malden Jones, and Jesse W. Stonecipher were inducted into the Illinois Aviation Hall of Fame for 1985 at the Hall of Fame Banquet held August 24th in Peoria. The large crowd in attendance enjoyed a special presentation entitled "Operation Patriotism" by Chapter 37 of the NCO Academy Graduates Assn. of Peoria's 182nd Air National Guard TASG. Keynote speaker was John L. Baker, National President of the Aircraft Owners' and Pilots Association (AOPA). William H. Grady, A.A.E., Director of Aviation for the Greater Rockford Airport, served as Master of Ceremonies. Cap. Vernon L. Bettermann, Chaplain, 182nd Air National Guard offered the Blessing.

Among those presenting awards to this year's Enshrinees were State Senator Prescott Bloom (now deceased) of Peoria. The Illinois Aviation Hall of Fame Banquet held in conjunction with the 182nd TASG Open House and Air Show was the culminating activities of "Take Pride in Peoria Week".

The 1985 Illinois Aviation Hall of Fame recipients were selected from a large group of nominees.



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